

25X1A

Approved For Release 2002/10/24 : CIA-RDP66B00664R000200010030-5

ORIG: [REDACTED]
 UNIT: [REDACTED] DEA
 EXT: [REDACTED]
 DATE: 17 AUGUST 1961

TOP SECRET
 TOP SECRET

1	DPD/SPB	4	DPD/CC
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25X1A

TO: [REDACTED]

FROM: DIRECTOR

CONF: DPD (1-2-3-4-5-6-7-8-9-10)

INFO: S/C (11)

DL

TOR 1535Z 17 AUG 61

OUT98305

25X1A

TO OPIM [REDACTED] INFO

CITE [REDACTED] 3020

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THE FOLLOWING INFO RECEIVED FROM [REDACTED] IS FORWARDED FYI AND
 NEC ACTION ON REDEPLOYMENT STAGING AT [REDACTED]

"1. CAREFUL EVALUATION OF RECENT PROBLEMS ASSOCIATED WITH
 FLAP MALFUNCTIONS INDICATES THAT THE CAUSE MAY BE ASSOCIATED
 PRIMARILY WITH TURNAROUND SORTIES AND IS RESULTING FROM HEAVY
 ACCUMULATION OF MOISTURE DURING DESCENT AND LANDING FROM FIRST
 SORTIE WHICH FREEZES AFTER ARTICLE CLIMBS ABOVE FREEZING LEVEL
 ON NEXT SORTIE.

25X1A

2. FLAPS WOULD NOT FUNCTION IN GUST POSITION ON ARTICLE 358
 ON ARRIVAL [REDACTED] IMMEDIATELY AFTER LANDING FLAPS STILL
 WOULD NOT OPERATE IN GUST, HOWEVER AFTER A BRIEF PERIOD OF
 TIME, OPN WAS NORMAL AND INSPECTION REVEALED A VERY HEAVY
 ACCUMULATION OF MOISTURE IN THE FLAP AREA.

COORDINATING OFFICERS

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CLASSIFIED MESSAGE

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ORIG :
UNIT :
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ROUTING			
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RECEIVED	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO INFO CITE

25X1A 3. ON FUTURE NIMBUS SORTIES THE EIGHT WING FLAP JACK SCREWS
ON EACH FLAP SHOULD BE CAREFULLY INSPECTED AFTER LANDING AT
[] AND THOROUGHLY DRIED WITH HOT BLOWN AIR IF AVAILABLE OR
AT LEAST WIPED DOWN PRIOR TO TAKE OFF.

25X1A 4. SIMILAR PRECAUTIONS WILL BE TAKEN ON ALL [] SORTIES
DUE TO THE PRESENCE OF HIGH HUMIDITY.

5. THIS PROBLEM IS BELIEVED TO BE ASSOCIATED PRIMARILY WITH
C MODEL ACFT BECAUSE THE FLAP DRIVES AT APPROX HALF THE SPEED
AS ON THE A MODEL ACFT, IN THE GUST POSITION, HOWEVER THE SAME
PRECAUTIONS SHOULD BE TAKEN WITH A MODEL ACFT TO MINIMIZE THE
POSSIBILITY OF A FLAP MALFUNCTION ON TURN AROUND SORTIES. "

END OF MESSAGE

25X1A
25X1A
for []
DPD/C/SPB

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[]
DPD/SPB/C/IDEA

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